of Tables Which Will Help

Revolution

325.32

CROSS-COUNTRY CLUB.

quarters at Eleventh and Q.

I. West president, W. L. D. Wilkinson, vice president, Dr. William W. Purnell, secre-tary and treasurer, S. M. Clarke, road cap-tain; R. T. Dougiass, first leutenant; A. W. Gray, second heutenant; W. S. Wormley,

Gray, second heatenant, W. S. Wormley, bugger, Dr. W. Bruce Evans, color bearer, and W. H. Johnson, W. D. Stewart, P. W. Jefferson, Dr. F. J. Cardoza, A. G. Booker, H. W. Cornell, M. Howser, W. A. Lee, H. E. Arnold, C. A. Johnson, R. H. Terrell, D. B. McCary, Dr. F. J. Stadd, H. D. Williams, E. F. Arnold, Clarence Gray, U. G. Black, lett. J. Alston, T. S. Kelley and F. R. Beck-

lett, J. Alston, T. S. Kelley and E. R. Beck-Dr. M. O. Dumas, W. J. Curry, E. M. Hew-

NEW YORK TO WASHINGTON.

Some Facts About the Run Between These Two Cities.

A great many inquiries are being made

by Iccal riders concerning the run between

New York and this city. Mr. James B

Townsend, president of the Cycle Touring

Club, has written the fellowing communica

tion concerning his experiences:
"Having just returned from a trip awheel

from New York to Washington with the

# AMONG LOCAL CYCLERS

## The Times Suggests the Building of a Bicycle Path.

## SHORT ROUTE TO THE GREAT FALLS

It Will Avoid the Necessity of Climbing a Long Hill, This Paper Will Give Full Details Next Sunday-Queer Wheelmen Ready for Their Great Meet-League Has Some New Regulations-Matters of Interest Among the Other District Clubs.

Good reads is the watchword of all bicycle riders. It is the crying need of the bour. The League literature has this to

say on that subeict: "To obtain reform in this direction is one of the objects of the League. Already much work has been done, but there is very much to be accomplished. Plaus are on foot for the systematic pursuit of this object, and before long a movement will be made all along the line.

CO-OPERATION NEEDED.

"We need the co-operation of every cycler in this laudable undertaking. In this work the horsemen will join hands with us, but cyclers will take the lead. It is proposed not only to show townships the advantage of good highways, but to compel them to build and maintain the very best. Let every wheelman put his shoulder to the wneel. If the League can have 50,000 members, it can do better work.

members, it can do better work.

"League workers in several States, notably Massachusetts, New York and Rhode Island, have secured the passage of laws requiring townships to erect guide-boards nt eross-roads and forks.

New York division secured the passage of the Armstrong bill, requiring railroads to

the Armstrong bill, requiring raincade to carry bicycles free, and many other States have made it an act of legislation.

"The general bicycle law justemacted ap-pears to be an excellent one. It is the first comprehensive law on the subject passedinary State, and itseems probable that it will farnish amodel for legislationels where. The influence of the League of American Wheelmen, as represented by its chief consul, Mr. Perkins, has been exerted to good purpose in securing the passage of this law, which is in the interest both of cycle riders and the public at large. ed in any State, and itseems probable that it

#### A LOCAL MOVE.

There is a chance for the wheelmen of the District, irrespective of organizations, to show the country what they can do. The Times stands ready to offer its and and push the matter to a successful issue. It all depends on the wheelmen themselves. Every wheelman who has radden to ureat Falls knows what a nuisance the road from the Anglers' Fishing Clubhouse to the Great Fails is. It wears a man out worse than any other part of the ride. It is up hill and down until nearly all the pensure of the right is weather.

of the ride is spoiled. Wheelmen also know that they can use a path over the Conduit to a point op-posite Dickie's on the Virginia side. It is just at the second lock from the Great Falls. But here the path ends about hair a mile from the fails. Up to this point it has been smooth. A few bridges are down, but it is decent riding. Now, to all those who are in favor of good roads this sug

gestion is made:

Why not build a bicycle path along the canal from the second lock up to the

With this path constructed, the way to the Great Falls will be an easy one. The ride will then be one of pleasure. There will be no more dread of that long hill with its ups and downs.

### THE COST.

Rough estimates have been made, and it is thought that \$3,000 would be more than enough money to putth spath in safe what better ride would any one want."
Threethousand dollars could becausily raised by a subscription among the riders them selves. There are thousands of them in this city, and a dollar from each would give a fund that would more than be suf-All riders want to think over this propo-

The Times has seen the War Department in reference to this matter. It will be ready

mext Sanday to give all the riders of the Dis-trict the result of its investigation. The Times will also open a subscription list, and just as soon as practicable the work will Here is a chance to set an example to the

world. The Bistrict wheelmen can show the country what they can do. The Times will publish details next Sunday. Be ready to act promptly. The sooner the work is began the sooner it will be finished. Don't you think it is a good idea?

### HOW TO BEHAVE.

#### Some Rules Which Wheelers Can Follow Most Implicitly.

The following rules or suggestions for rules have been approved by a number of experienced wheelmen, and will be

found to cover the more important ques-tions of conduct on the road.

In the first place, remember that too much care cannot be exercised for the safety of pedestrians as well us wheel people. The carriages, with the assist-ance of the new lamp ordinance, will be able to lookout for themselves. If you have the misfortune to run down a pe destrian do not hasten away, but stop to give what help you can. Never pass by an accident without dis-

mounting and inquiring what the trouble is and whether you can be of any assistance, but remember that any service you may render to a wheelwoman does not entitle you to her acquaintance without the usual formal introduction. It is always proper to speak to a wheelwon

who may be in need of assistance. Hu-

ninnity requires this. The cap should always be removed when naking inquiries of a woman in refer nce to repairs or assistance if she is not one of your party.

Never address a woman while in a scorcher's position. It is not graceful and indicates lack of refinement. Aleasy position, raise your cap and ask if you can be of assistance.

Do not besitate to leave your party temporarily to give assistance to or woman rider who really needs it.

In following a path where there is not room for two abreast, let a woman go first. Go slowly, so that you can dismount quickly and help her if she has any trouble. If the man were to go first on a bad road he might get a long way ahead of his companion without keywing the table way. out knowing that she was in distress.

You should ride on the left side of a woman, because then you will have your

right arm ready to give assistance. In riding on a bad country path, where it is necessary to go in single file, a good distance should always be kept between the riders to lessen the chance

of an accident.

It is an imperative rule of good behavior among wheeling people that all women handsome or otherwise, should receive the same attention. The latter are more appreciative, and this fact is some recompensato a man for doing his duty.

The rule of the road is to keep to the right, but when you pass a vehicle going the same direction as yourself take care to keep to the left of that. You will then avoid the danger of being caught between and the curbstone.

When coming up behind a rider going at a slower pace you should ring your beil until an answer is secreted, and then swing off to the left. The rider in the lead will turn his wheel slightly to the right when he hears your signal to pass Many of the accidents we read of every day could be avoided if the fiders would regulate their pace according to their skill in managing the wheel under difficulties. Do not ride in the middle of a path or driveway. You are liable to meet with an accident, and cannot recover for dam-ages to your wheel unless you observe the

rules of the road. When you ride past a vehicle going in the same direction always sound your bell. It is bad form to ring too frequently or too violently, except when a collision is immunent and prompt action necessary to prevent it. To use a shrill whistle or a calliope is bad form at any time and indi-

rates the novice. If you are an attached rider you should always display the club colors in as neat a way as possible, that your wheel may be instantly recognized by fellow-members, either at riding or at resting

To stop and repair your wheel on the path or roadway is dangerous and stoy-lack of consideration for others, who would probably assist you in making repairs if you removed your wheel to one side and cleared the way. When coming up behind a rider, if you

notice that his or her hind tire is flat, do not fail to call attention to the fact. This is a point of courtesy that is especially appreciated.

It may happen that when you go to the assistance of a woman fider who has had an accident you will have to take her wheel some distance to be reagred.

take her wheel some distance to be repaired It is then well to leave your wheel with

One of the greatest nuisances of citt One of the greatest nussances of chio-riding is the persistent spurter, who is either ahead or behind during the entire trip. Captai... have much difficulty in keeping such people in line. They not only deprive themselves of the real pleasure of wheeling, but frequently cause bad wrecks and broken wheels, and some-times broken bons.

times broken bones.

If you belong to a club and are to leave a certain point at a given time, it is very bad form to come late. This makes a scattered start and spoils the most pleasant part of the day.

It is improper to run past the captain or pacemaker, even in coasting.

Always preserve your dignity and pay no attention to small boys or dogs, both of which are perfectly harmless to the average wheelman. times broken bones.

average wheelman.

of the route between Wilmington and To chester, over poor roads, which, during the eason of drouth, are in many places impassable. Mcreover, the connection by bost from Tolchester to Baltimore is very infre-quent, except during July and August, and as the boat only goes once or twice a day, even during those months, to miss her neces-sitates a walt of from six to twelve hours. The most direct route from New York to Washington, following the road book instructions from New York to Philadelphia, lies through Chester. Wilmington, Newark, Dei., and Elkton and Havre de Grace, Md. I took this route last year, but will never do so again, as the road from Elkton, about eighteen miles beyond Wilmington to Havre de Grace, some fifteen or twenty miles, is in-

with sand ankle deep, and up and down mountains, while in addition the road from Havre de Grace through Cecil and Harford counties. Md., until one strikes the Belair pike, is rough and poor riding.

"If one wants to take the trip from New York to Washington coinfortably in four days, which allows for about fifty miles a day, one should stop the first night at Princeton, the second at Philodelphia, the third should be passed on the boat, an exone, between Delaware City, Md., and Baltimore, and Washington can be reached on the fourth day. Leaving New York at the foot of West Farty-second street, take Here are a cauple of tables condensed within a small space which ten more about bixe gears at a giance town a long string of explanation. The gearing of the bike is an operation of extreme importance. One of these tables will tell you how far a particular gear will carry you, and how many vevolutions are 16 essary to carry you over a mite of road. As almost every breyche is fitted with 25-inch wacels, the following table is based on that size of a

Baltimore, and Washington can be reached on the fourth day. Leaving New York at the foot of West Forty second street, take the Hudson county boulevard, a fine stretch. Bergen Point; they train over the Newark of macadam; thirteen and a half miles, to Bay bridge to Elizabeth, about ten minutes, and then through Bahway and Metuchen to New Brunswick, when a good lunch can be had at the Mansion frome.

"The seventeen point from New Brunswick to Princefol alford one of the most beautiful rides in the United States, all good road, with the Sception of about three miles near Ringsgon. Leaving Princeton the second morning, the through Lawrence in the second morning, the through Lawrence in the second morning, the through Lawrence in the second morning, the through Delaware Rives, five miles to Bristloi, where lunch.

"Twenty-five miles from Bristol over good macadam road briggs one to Bristloi, where lunch.

"Twenty-five miles from Bristol over good macadam road briggs one to Broad and Chestnut stress in Philadelphia. Leaving Philadelphia the third morning, ride must be over Wednut street bridgs, and turn left at the critical buildings to the Darby pike: good payerisent all the way to Darby, and then high miles from Philadelphia. The League hotel in Wilmington, twenty-eight miles from Philadelphia. The League hotel in Wilmington should be avoided, from our experience. From Wilmington ride in the cool of the evening through a most picturesque country through the town of Newcastle, sixten miles, over a fair country road to Delaware and Chesapeake Canal. Here the night boat of the Erricsson line can be taken Another table which is quite interesting is the following, which shows the distance covered at each turn of the pedals and the number of revolutions made in a mile: per mile. 369.16 353.83

Delaware City, at the entrance of the Delaware and Chesapeake Canal. Here the night boat of the Erricsson line can betaken at 9 o'clock through the canal and Chesapeake Bay to Baltimore.

"The roads between Baltimore And Washington, a distance of only forty miles, are simply in a disgraceful condition. We found them covered with sand and dust, and them covered with sand and dust, and them stretches were absolutely un-

and long stretches were absolutely on-rideable. It is a marvel that the residence of both Washington and Enlinger, to say nothing of the wheelmen of those New Organization to Establish Head The new becycle club composed of col-ored wheelmen is ready to establish head quarters at Eleventh and Q streets. It is called the Cross Country Cycle Club.
Snort trips have already been scheduled for Alexandria. Mount Vernon, Hyattsville. Annapolis, Bay Ridge and Highland Beach-During the summer a part of the club will make the run to Baltimore, Philadeiphia, New York and Boston. The members and officers are: Dr. Charles

cities, allow them to remain in such con-dition. The route lies out Columbus ave-nue along the Washington pike, through Laurel, where lunch can be taken.

"I am confident from the experience

of this trip, now taken twice, that the route I have just described is the best between New York and Washington, and if our experiences will relieve any other whicel-

man from the annoyances and delays w

underwent, the purpose of this will have been served."

UNITED WHEELMEN.

ourd of Governors Chosen and Other

Business Transacted.

The United Wheelingen are still perfection

their organization. At the meeting held Wednesday nights a great deal of un-finished business was completed. The board of governors was completed.

It consists of the officers and four men

pers, selected by the organization. Messrs. Larrimore, Larcomb, Wisner, and Revel were chosen and they are good selections.

A quorum consists of sixteen members of

the club and one member of the board of

Arrangements were made for the incor

of the standing committees were arranged

of organization will be cleared out of

ON TO RICHMOND.

Capital Bi. Club Sends a Large Dele

gation This Week.

The Capital Bi Club had a most pleasan

run Thursday evening. It was the intention to have a moonlight run to Cabin John Bridge, but the rain caused a change in

About thirty ladies and gentlemen gath

About thirty ladies and gentlemen gathered. The ran was made to Soldiers' Home and Brightwood, Upon the return of the party refreshments we eryed, and then an impromptu dance heid, every one enjoying themselves utyrouch. The run to day is to Ridgeville the riders left at 5 o'clock this morning that take dinner at Ellicott, returning in wening.

But the run which senatching most of them is the two days' for its Richmond and return. The party we have here Friday evening by boat for the Point and from there they will ride to Richmond, a distance of 100 miles. Starting the Roman distance of 100 miles. Starting the Roman distance of 100 miles, starting the Roman morning riders will take the train at various points along the line, just when they give out.

eighteen miles beyond Wilmington to Havre along the line, just when they give out.

Bome of the riders intend to take Monday off and make the run in two days. Most of

from New York to Washington with the New York Cycle Touring Club, and as this tour is one probably contemplated by many wheelmen during the summer months, I think it only fair to inform you for their benefit that unless a cyclist has plenty of time at his or her disposal, the route had down in the L. A. W. road books as im-practicable, and in addition is, for a portion

It was a Washington affair and Mr. Jos No answer was received, and sepposing it was all right Mr. Jose went ahead. Now Mr. Wikins is threatening all sorts of vengeance. The matter has been sent on to be adquarters for adjustment. The outcome is awaited with interest.

At the meeting of the League July 1 some important matters will be attended to phalled or went part of the careful, observing cyclist to give timely warning only, not to ring his alarm after the occasion has passed, or in a hysterical manner when it is too late.

Wheelmen should be very careful about riding over wet pavements, whether as phalled or wet pavements, whether as phalled or wet and the careful, observing cyclist to give timely warning only, not to ring his alarm after the occasion has passed, or in a hysterical manner when it is too late.

Wheelmen should be very careful about riding over wet pavements, whether as phalled or wet pavements.

important matters will be attended to Mr. Robertson, chief consul for the District has resigned from the Washington Road Club and will devote his time now to building up the interests of the league. He expects to have the membership up in the

hundreds soon.
Sixteen applications for membership appear in the next bulletin. Among the applicants is Mr. John Woerner, Manager of plicants is Mr. John Woerner, Manager of the Enterprise Bicycle Company. Mr. Woer-ner will be gladly welcomed into the league. The report of the parade com-mitteee will also be presented. A proposition will be made at his meet-ing of the League to offer a reward of \$25 for the conviction of any one stealing the wheel of a League member. It is also hoped that the committee will hear from New York on pulce reconstances. New York on police regulations.

### OUEER WHEELMEN

All Bustling for Their Great Meet on the Fourth.

The Queer Wheelmen are pushing their meet for the Fourth right to the front. It promises to be one of the greatest race events ever held in the District. Large events ever held in the District. Large crowds are expected, and it is felt that, everyone will be satisfied 'with the sport. Over \$300 worth of valuable prizes will be raced for. There are four or five handsome diamond rings among them. The boys were able to arouse a great deat of interest among the merchants, and some bandsome donations were made by then. Ninety dollars in each will be given

for riders in professional races.

The meeting Thursday night was largely attended. Nothing was done, though, but to talk over the meet. That is the subject of most interest just now. A committee was appointed to purchase a bridal present for W. K. Larrimore. It poration of the organization. The papers are being drawn up and the application will be made in due time. Then the club will be in condition to push things. None chose a handsome piano lamp, and it was sent with the best wishes of the club. for. All this will be attended to at the next meeting of the organization, Wed-nesday evening. That night all the details Up to 9 o'clock last night the entries the bandicap races which closed as midnight, had come in in a lively manne The first race, one-mile novice; the second one-third-mile bandicap; the fourth, one mile open, and the sixth, two-mile tandem The organization starts out in the right spirit, and will be a success. Everyone wishes it well. do not close until Wednesday. In the third race, one-half-mile handicap, th

chird race, one-ball-mile handicap, the entries are:

J. E. Hauger, jr., onattached.
Charles Borton, unattached.
E. A. Hebard, unattached.
Henry W. Clum, unattached.
H. Bavidson, unattached.
H. R. Thompson, unattached.
H. P. Richard, Washington Road Club,
J. W. Babson, unattached.
H. Pritchard, Washington Road Club,
E. Burnlam, unattached.
Henry Jost, unattached.
H. Z. Greer, Washington Road Club,
H. Z. Greer, Washington Road Club,
H. J. Rounceville, Washington Road Club,
E. J. Rounceville, Washington Road Club,
C. J. Rosey, Queer Wheelmen.
J. L. Milstead, unattached.
Lang Shearer, Eastern Athletic.
Charles Long, Queer Wheelmen.
C. E. Gause, Washington Road Club,
Lecasrd J. Mather, unattached.
V. S. Barber, unattached.
D. P. Mcon, Arlington Wheelmen.
Frank C. Patts, Arlington Wheelmen.
George J. Bauer, unattached.
J. William Beatty, Smalley Road Club,
William D. Woodward, Eastern Athletic.
Thomas M. Mudd, Jr., Eastern Athletic.

them, though, will come here Sunday even

IN THE LEAGUE.

Important District Meeting to Be Held This Week. The past week in League circles bar

Yet with all the quiet there seems to b a big storm gathering. Not in the local ranks, but with some outsiders. The trouble

ranks, but with some outsiders. The trouble arises over the meet of the Eastern Athletics at River View a week or two ago. The trouble is all over the handicapping.

Mr. W. C. Wilkins is the official handicapper of the League for the State of Maryland. When the Eastern Athletics decided to have their meet at River View Mr. Wilkins was written to and asked to permit Mr. Jose, of this city, to handicap the racers



Club, William F. Throop, Eastern Athletic

Thomas M. Mudd, Jr., Eastern Athletic Club.

The following is a partial list of the

prizes:

Silver water service, \$25; diamond ring, \$25; gold medal, \$25; suit of clothes, \$25; diamond stud, \$20; diamond stick pir \$10; silver-mounted grips, \$10; photographic work to the amount of 10; silver medal, \$10; one pair of gold carf buttons, \$7; one pair of cal, \$6; one pair of bicycle shoes, \$5; one pair of ticycle shoes, \$4; bisque figures, \$5; search light lamp, \$5; bandsome umbrella, \$5; sweater, \$3.50; box of cigars, \$2.50.

DIAMOND PRIZES.

Arlington Wheelmen Offer Them In-

The Arlingtons are making great preparations for their meet July 22 at the International Athletic Park.

The officials of the club mean to make it one of the affairs of the meason. At first the club wanted to offer gold bars for prizes, but permission was refused by the League officials. They thought is savored too much of the professional.

Instead all the prizes are to be diamond. It will be a first-water meet. The club has

It will be a first-water meet. The club has

over \$400 to lay out in prizes, and they will

be very handsome. Word is being sent all around the country, and it is expected that

OF INTEREST TO WHEELMEN.

One of the worst pieces of advice for novices is one which advises the rider to clean a dirty chain by brushing it with a

stiff brush, and then applying a little oil to the links. The brush will merely force grit into the links, unless washed well in coal all afterwards. Grit in the links is worsethan dirt on the outside. Afterwash-ing in coal oil wrap in paper and leave in

an oven evernight to dry. Then labricafe, and you will have a clean and free-running

riding over wet pavements, whether as-phalted or of granite blocks. When on a

wet pavement as direct a course as possible should be taken. Fast riding is to be

should be taken. Fast riding is to be avoided, as the smooth three will not re-tain their hold, and are likely to slip and give the rider a fall. In passing over car tracks the rail should be taken at right angles. If this is not done the tracks pro-

jecting above the street level are apt to catch the wheel and throw the wheelman.

The ball bearings ordinarily used on

picycles should be so adjusted that no side "play" is perceptible, but not tight enough to "bind." This is in reply to a number

George Coleman, unattached.

of readers who have asked whether the bearing should not be loose enough to allow the shaft to move slightly sidewise. in the language of a prominent bicycle manufacturer, "bearings should be abso-lutely tight and yet perfectly loose." Al-though seemingly paradotical, there is a point, and not a very narrow one either, where the bearing may run perfectly free, and yet be tight enough so that no "lost and yet be tight enough so that no "lost notion" is apparent.

A bicycle chain should not be tight, o chain and wheels can be made which No chain and wheels can be made which will run well unless there is a little "slack" to the chain. In fact, there is no danger of the chain being too loose so long as it cannot possibly get off the teeth of the sprocket wheels. If you have any doubt as to whether a chain is loose roll the machine forward a few steps, and while it is still moving forward slightly take hold of the lower part of the chain, and unless it has the feeling of being perfectly loose, the adjustment is too tight. A chain should be kept well oiled in its bearings. But very little oil, however, should be allowed to remain on the outside.

Riders pessessing a due regard for the rights and privileges of pedestrians never clang their bells unnecessarily. It is sufficient for the careful, observing cyclist to give timely warning only, not to ring his alarm after the occasion has passed or in a hysterical manner when it is too late The wheeling critics of the larger cities can best comprehend this statement. Take New York city for instance, Green cyclists run down pedestrians almost daily there. and in nine cases out of ten it develops that the rider rang too late, forgot to do it or did it when too far away for his victim to note the warning. Common sense will dictate when to ring and when not to ring.

Copper first. Bald second and the rest a rather uncertain bench as yet, is the way that they stand in the professional way that they stand in the processional ranks at present. Samer will do better later. Among amateurs of the metrorol-tin district J. Harrison of Asbury Park Rav Dawson and J. A. Powell of the New York Athletic Club and F. F. Grodman of the Riverside Wheelmen are leading the bunch. They are all good men and when they come together on Saturday the fur will fly.

Lively interest is evinced in the price of bicycles for 1897. Some \$30 and \$40 wheels have been put on the market and wheels have been put on the market and listed at \$100. No doods some of the muchines listing at \$100 this year will be catalogued at \$75 and \$85 next season. It is commonly believed in wheeling circles that the days of the \$100 wheel have passed. To the keen observer, it is evident that there will always be higher priced wheels the same as there are higher priced bats carriages, etc. to suit the various hats, carriages, etc., to suit the various

Coasting on bicycles promises to grow in popularity everywhere as a means of diversion. Club contests are now all the rage in the Empire State, prizes being offered as in a race. The fat man has a chance with his lean friend in this sort of a contest, which accounts in part for its measure of success. It is often the case that a coasting competition forms the feature of a club ren. A long hill is chosen, the straighter the better, and the entrant that goes the furthest without removing his feet from the coasters or scuffing (moving the forward wheel to the right or left) wins first prize. Probably the biggest coasting event ever held will be that now being promoted by the Metropolitan As-sociation of Cycling Clubs of New York city. It will take place August 15 on one of the hills on the Irvington-Milburn course in Jersey, made famous by the great handi-cap held there usually on Decoration Day.

Riders possessing a due regard for the expert has announced that tallow is the test lubricant for chains, because it peels off when it becomes too dusty and thus leaves the chain claim.

> Board of Trade, to whom the winds matter was referred at a recent meeting of the board, has decided to hold the annual blevele show in New York on a date to be fixed in 1897, after February 1. Today be made a contract with the Grand Central Palace, where the show will be held.

Mr. George W. Aldridge, superintendent of public works of the State of New York, has issued an order to the effect that hereafter all towpaths on the State canals shall be open for the use of wheelmen. Members of the New York Division have sent a letter to Mr. Aldridge thanking him for hisaction in their behalf.

# FORTY MILES OF WHEELS

If All the Bicycles Ridden In Washington Were In a Parade the Line Would Reach to the City of Baltimore.

The accompanying map is a graphic illustration not only of the immense ownership of bicycles in Washington, but of a magnificent boulevard which may one day be a reality.

A conservative estimate places the number of bicycles in use in this city at 30,000. The distance between Washington and Baltimore is 40 miles. A bicycle is about six feet in length, and the total length of bicycles used here would be 180,000 feet. In 40 miles there are 211,200 feet.

If the 30,000 bicycles were in line on the boulevard there would be left unoccupied by the machines only 31, 200 feet; and if the machines were arranged at equal distances from each other there would be between them spaces of one foot and four-hundredths of a foot, or 121/2 inches.

As the comfortable distance for riding in single file is about 12 feet, the boulevard should be 480 miles long, which would give a continuous performance on local bikes all the way into the Nutmeg State north, or into the Palmetto State on the south. It is 25,000 miles around the earth a'ong the equator.

If this distance had to be "done" by the 30,000 bikes the share of each would be five-sixths of a mile. As the record is 1.35 for a mile, each rider's share could be done in 1.1916. If the 30,000 went into a relay race around the world, barring the deep water, they would girdle the globe in 2,375,000 seconds, or 39,5831/3 minutes, or 660

hours, or 27 days and 12 hours. This bicycle relay race would be beaten around the globe by only 1 day and 11 hours by a train running, without stops, at 40 miles per hour. By marine bicycle a relay across the Atlantic could be done in 3 days and 5